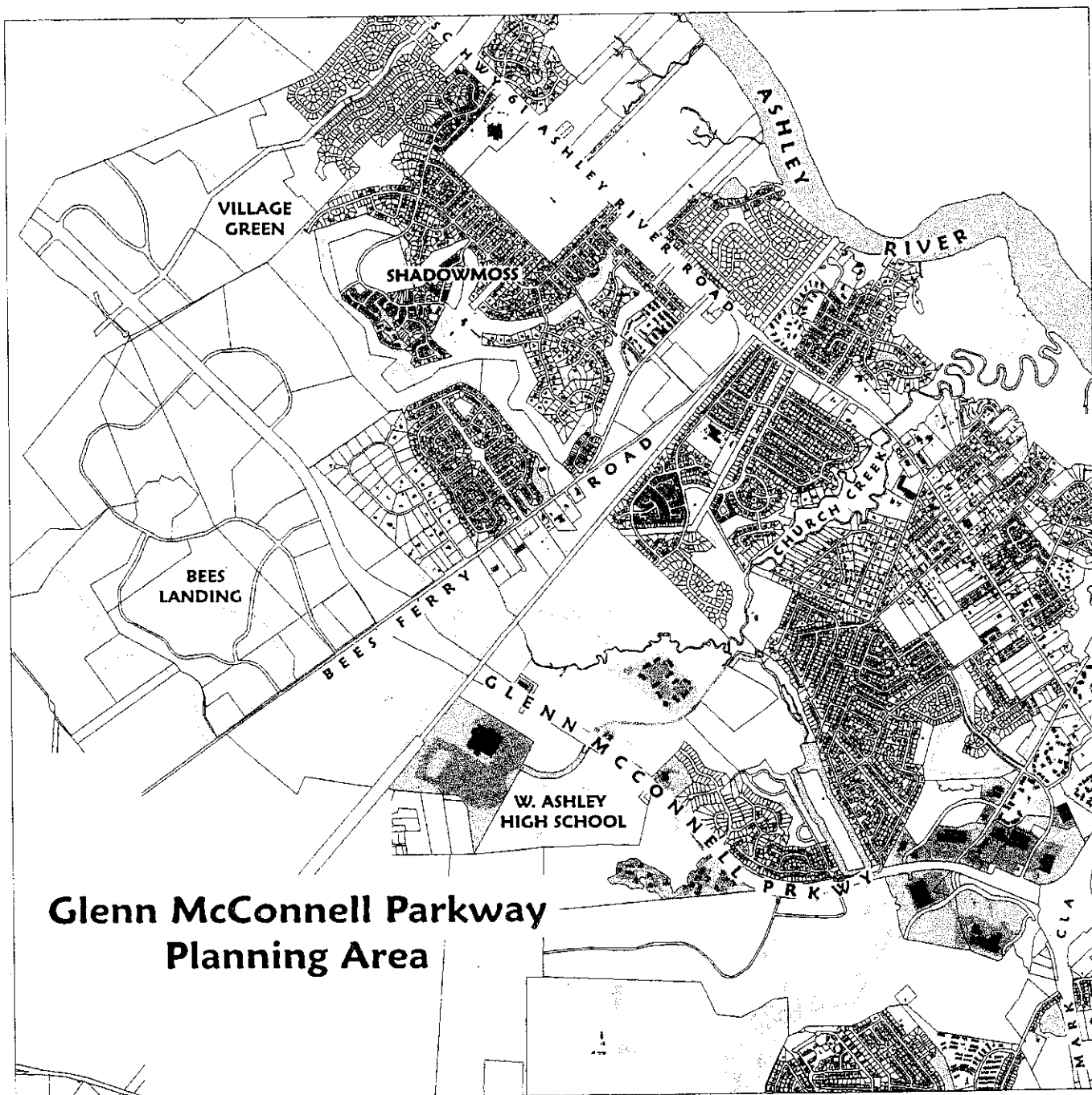




The  
Glenn McConnell Parkway  
Workshop

March 1999



## Glenn McConnell Parkway Planning Area

# Glenn McConnell Parkway Planning Workshop

## Introduction

On March 1-3, 1999 the City of Charleston Planning and Urban Development Department conducted a planning workshop with local residents, developers, property owners, and others interested in the Glenn McConnell Parkway section of West Ashley. The workshop was sponsored by the City of Charleston, The South Carolina Coastal Conservation League, the South Carolina Office of Ocean and Coastal Resource Management, and the Sea Grant Consortium. This report presents the results of this workshop.

The Glenn McConnell planning workshop and the results presented here are a *first step* toward ensuring quality growth of the area. The next step will occur immediately as these ideas are integrated into the citywide comprehensive plan which will be completed in 1999.

### - Workshop Sponsors -

City of Charleston  
Department of Planning &  
Urban Development

South Carolina  
Coastal Conservation League

South Carolina Office of Ocean  
& Coastal Resource Management

Sea Grant Consortium

### - Acknowledgments -

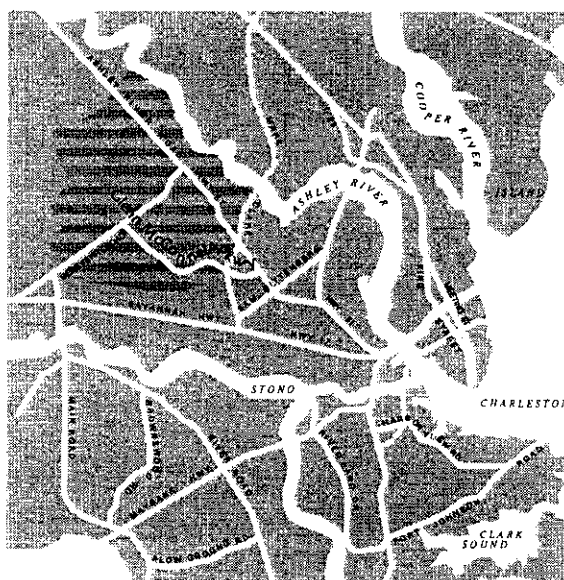
Mayor Joseph P. Riley  
Charleston City Council

City of Charleston  
Department of Planning &  
Urban Development  
Yvonne Fortenberry  
Tim Keane  
Christopher Morgan  
Teri Norris

Urban Strategies Inc.  
Andrea Gabor  
Michel Trochme

Walter Kulash

The City of Charleston thanks  
Pastor Robert L. Cox and  
St. Andrews Parish United Methodist Church  
for opening their church  
to the community for this workshop.



Study Area

### Highway 61 Corridor Growth Management Plan 1986-87

- The planned 61 parkway (Glenn McConnell Parkway) should be constructed as soon as possible up to Drayton Hall Middle School with a subsequent phasing extending up to 165 at Cooke Crossroads.
- Recommend higher densities for properties having frontage on or that are adjacent to the planned 61 parkway (Glenn McConnell Parkway).
- Commercial cores, designed with consideration given to a village character, should be restricted to major designated intersections with the planned 61 parkway (Glenn McConnell Parkway).

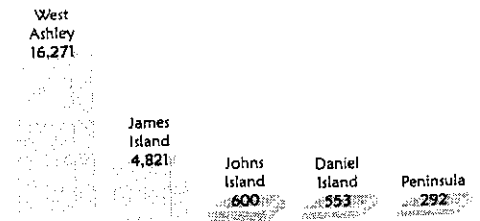
## Background

In Charleston, West Ashley means the land between the Ashley and Stono Rivers. A natural connection between the rivers splits West Ashley at Church and Long Branch Creeks. Road corridors dominate the built environment; east to west, Savannah Highway (Hwy. 17) and Ashley River Road (Hwy. 61) and north to south, Sam Rittenberg Boulevard and the Mark Clark Expressway (I-526).

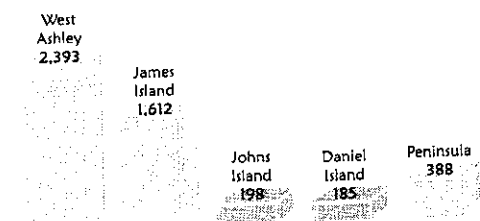
Ashley River Road is the city's most historic route, connecting Charleston to plantations on the Ashley River and beyond to Summerville. For centuries, citizens have been trying to protect the scenic beauty of Ashley River Road. In late 1986 and early 1987, the City of Charleston, Charleston County and Dorchester County adopted a management plan for the Ashley River Road corridor. This plan supported the construction of a new road, running roughly parallel to Ashley River Road, from Charleston to Summerville. The plan further recommended that this new road, not Ashley River Road, be the magnet for more intense development in West Ashley. The first segments of this new road (about 3.5 miles) have now been built from Ashley River Road, just east of I-526, to Bees Ferry Road. Plans call for the road to continue about 12 miles further west to Highway 165 in Dorchester County. Public sentiment that the road be a green corridor is reflected in its name; the Glenn McConnell Parkway

In 1999, suburban development has spread west along Ashley River Road about two miles west of Bees Ferry Road. Along Savannah Highway, little suburban development has occurred west of Long Branch Creek. Glenn McConnell Parkway has become the most desirable suburban location for new retail development in Charleston. New office development is also occurring, in particular medical offices attracted by a new St. Francis Hospital and the growing population of the area. New residential development includes single family homes and apartments.

Like many parts of the Lowcountry, the natural environment of West Ashley is very sensitive. In addition to the watercourses that define the area, wetlands are abundant. Unfortunately, the very features that attract people to West Ashley are often damaged, or at least hidden, by resulting land development activities. One piece of open land which will remain visible and accessible to everyone is the 99 acre West Ashley Park (the City's largest) on the north side of the Glenn McConnell Parkway.



City Population Growth by Area 1990 - 1999



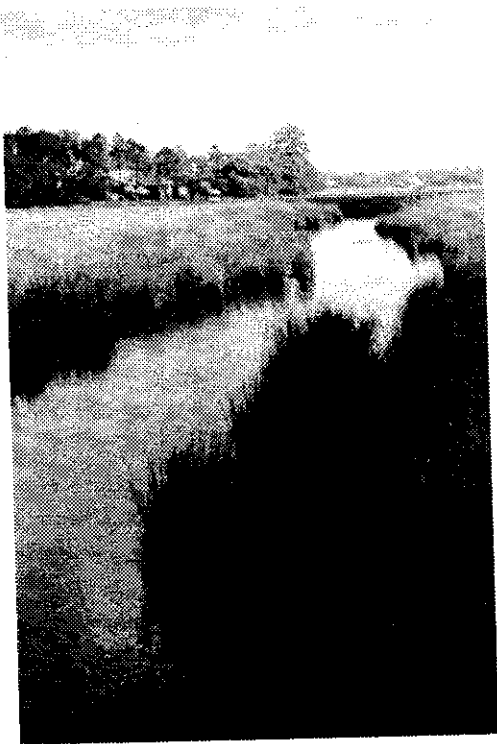
New Home Construction in Charleston 1990 - 1999



West Ashley Park

## Purpose of Study & Guiding Principles

The study area for this project is the most significant sparsely developed area in the City of Charleston west of the Ashley River. The purpose of this study is to ensure that as this area develops more intensely, the quality of life for people that live in the area improves. Development must reflect (rather than conflict with) the existing fabric of the area; the area's "sense of place" should be enhanced. With this in mind, the following general principles were established during the planning workshop:



Church Creek

Protect and preserve environmental features and enhance physical and visual accessibility from all parts of the community. (We moved here for the lush, green environment.)

Enhance the public realm. Streets and parks should be cherished as important civic assets.

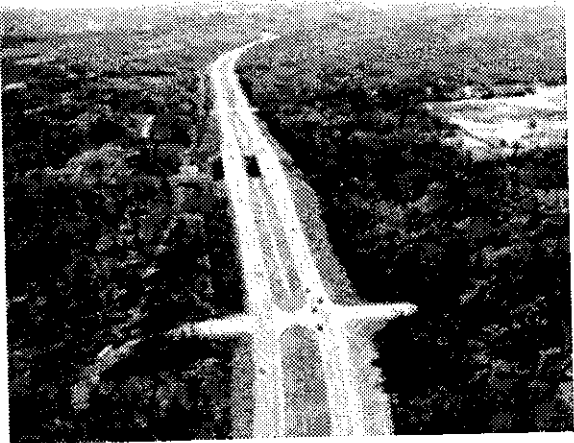
Ensure high quality design standards along corridors and focus on key intersections as important pedestrian and landscape areas.

Focus on connecting livable neighborhoods that serve a variety of people and allow safe walking and bike riding.

Zoning and intersection locations reflect the development corridor vision. The amount of development permitted along the corridor and the number of eventual intersections will drop actual speeds steadily over time. This will eventually be a busy street.

The roads name, the center median, and an edge buffer requirement reflect the parkway vision. Some additional tree planting is also slated for the parkway. The conflicting expressway vision minimizes the amount of vegetation allowed by SCDOT.

The existing section of the Glenn McConnell Parkway in the long run will not be a fast moving bypass of Ashley River Road. Regardless of what happens west of Bees Ferry Road, vehicle traffic moving east will enter a heavily developed urban area once it gets to Bees Ferry Road. As a result, we recommend that from Glenn McConnell's intersection with Bees Ferry Road, east toward Charleston, the focus be on taming the parkway, making it crossable for pedestrians and bicyclists and a generally high quality urban environment.



The Parkway looking east

The section of the parkway west of Bees Ferry Road has yet to be designed. We recommend that the conflicting visions expressed above be sorted out before any additional extension of the road occurs. Design of the extension should follow a public process of determining how the road can best contribute to a street network connecting new neighborhoods. This public process should occur before the South Carolina Department of Transportation begins engineering work for the parkway's extension.

## Workshop Results

The planning workshop results are presented in the following order:

1. Citizen Comments and Suggestions      pg. 8 - 11
2. The Overall Plan                              pg. 12
3. The Green Network                          pg. 13
4. The Street Network                          pg. 14
5. Parkway Design                              pg. 15
6. Traffic and Street Design                  pg. 16 - 19



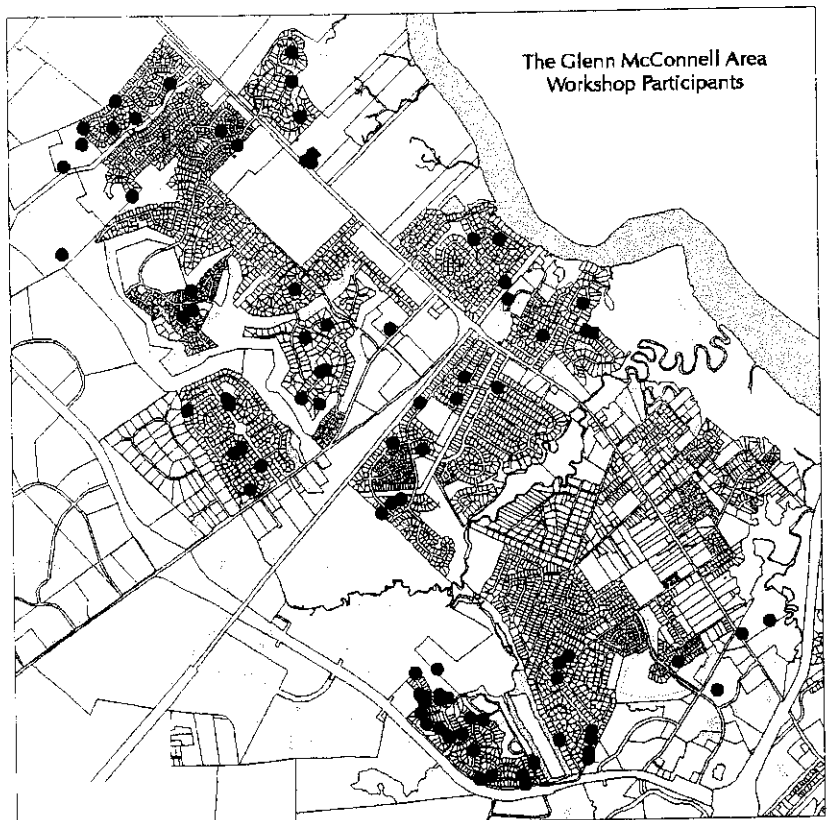
# WORKSHOP PARTICIPANTS

(at least those that signed in)

Sheila Amos  
Terri Anderson  
John E. Baatz  
Bob Bacon  
Jimmy Bailey  
Anita G. Baldwin  
Amanda Barton  
Don Baxley  
Ken & Muriel Beeber  
Howard & Donna Beeber  
Alice H. Bianconi  
Jerry Bird  
Wes Birt  
John Blane  
Stephen Bor  
Lynn Bowers  
Randolph Bradham  
Jim and Christy Briguglio  
Michael Bunting  
Michael Butter  
James L. Carew  
Heyward Carter  
Suzanne Cattafesta  
William C. Clark  
Beth Compton  
Matt Compton  
Robert Cox  
Jim Coyne  
Helen Craig  
Richard Davis  
Margaret Davis  
Larry Duffy  
Bobby & Sarah DuPree  
Bill Faught  
John & Julie Fenime  
Margorie Finegan  
Jay Floyd  
Patrick Ford  
Yvonne Fortenberry  
Joe Fersner  
Lisa Funston  
Robert Garvin  
Lawrence & Patrisha Gordon  
Dick Greenlee  
Robert E. Griesemer, Jr.  
Randy & Mary Grossman  
Frank Hahne  
Tom Hamilton  
H. Brown Hamrick  
Greg Hart, Councilman  
Dan Hatley  
Frank Haygood  
Bill & Lyn Heidkamp  
Mary Jane Hickson-Jones  
Daniel Hill  
Preston Hipp  
John Hodge  
Bill Hood  
H.C. & Sandra Hooper  
Chat Howard  
Matthew Hunt  
Claudine Imled  
Nancy Jenkins  
Christine Jennings  
Tom Johnston  
Mr. & Mrs. Tom Johnston  
Eleanore Jordan

Curtis M. Joyner  
Mr. & Mrs. A. R. Kastner  
Timothy Keane  
John Kidder  
James & Margaret Kilgallen  
Chris & Kay King  
Mark Knapp  
Anne R. Le  
Eugene Lemieux  
Mr. & Mrs. Linder  
Jill Lofstead  
Craig Lovette  
Rod & Lynne Macpherson  
Rick & Judy Malachowski  
Walt Martin  
Denver Merrill  
Bill Miller  
Danny Molony  
Scott Moreland  
Hal Morgan  
Christopher Morgan  
Ralph Muldrow  
Buddy & Fran Murray  
Phillip Murray  
George M. Neil  
Teri Norris  
Gerard O'Brien  
Joanne Payne  
Hernan Pena  
Mr. & Mrs. David Percy  
Gail Phipps  
Mr. & Mrs. Thomas Plichta  
Katherine Campbell Powers  
Mr. & Mrs. C.H. Redell  
Gary J. Regulski  
Ellen T. Reid  
J. Rezeli  
Malcolm Rhodes  
Dorothy M. Rhodes  
Jack W. Rhodes  
Joseph P. Riley, Mayor  
Mikell Scarborough  
Marlene Schuster  
Larry Shirley, Councilman  
Sam Shirley  
Eric Schultz  
Ken Smith  
Pam Smith  
Anne R. Smith  
Kenny Snodgrass  
B. Snyder  
Don Sparks  
John Spearman  
Chris Sprue  
Brian Stockmaster  
James B. Taylor  
Jesse Thigpen  
Jeff Thompson  
Jay Thrower  
Betty W. Torrance  
Jena Wackurn  
Jana Wadurn  
David Wagner  
Meta W. Waldon  
Mark Welborn  
Paul Wieters  
Thomas E. Williams

Area Represented by Participants



# CITIZEN CONCERNS

*Samples from the sessions*

Heavy truck traffic on Glenn McConnell Parkway  
Noise pollution from vehicle traffic and business  
Over-development, reactive planning  
Respecting historic sites  
Status of Hwy. 61 Commission  
Design review along corridors  
Timing of Glenn McConnell Extension  
Tying in subdivisions along Ashley River Rd. with Parkway  
Accommodating transit – large vans rather than buses  
Safety at Magwood/Glenn McConnell intersection – car & pedestrian  
Attention to developed area before new development occurs  
Definition needed for “parkway”  
Glenn McConnell should be a true parkway with 100’ natural buffer  
Convenient shopping is needed for residents west of Bees Ferry Road  
Lowering speeds on Glenn McConnell Parkway  
More landscaping on Glenn McConnell Parkway  
Traffic signals are needed at busy and unsafe intersections  
Traffic signal needed at Dogwood Road & Ashley River Road  
Add as few traffic signals as possible on Glenn McConnell Parkway  
Saving greenspace  
Planning needed for civic buildings – churches  
A fire station is needed in the area  
The effect of growth on property values  
Cut through traffic in Shadowmoor  
Flooding problems from poor planning & stormwater management  
Cannot safely ride bikes between neighborhoods  
Remove commercial zoning districts near High School  
Limit West Ashley Park development to trails  
Protect Forest Lakes subdivision from light pollution



Kathy Gillespie's 5th Grade SAIL Class  
from Springfield Elementary  
Participates in the City Planning Process

What Do I Like About My Neighborhood?

I like my neighbors

Near water      Lots of room to ride bikes - few cars  
My friends stay up late!      the quiet  
Feel Safe      Quick drying yards!      Good biking  
Neighbors you can trust  
Boatlandings      Can play in the streets in cul-de-sacs  
Animals & wildlife near pond      Wide streets in Shadowmoss  
Watching trains on the railroad bridge

What does my neighborhood need?

More big parks like Six Flags      Good biking  
Bikepaths      More kids to play with  
Fewer cars to ride bikes      Free pools  
Connections between neighborhoods  
Small playgrounds      Roads need to be repaired  
Sidewalks !      Public playgrounds



The SAIL class exchanged ideas with  
City of Charleston's Mayor Joseph P. Riley

Teacher, Kathy Gillespie and Earth Force Coordinator, Jennifer Rezeli  
along with parents, Becky Hickok & Nancy Fox participated in the  
Glenn McConnell Charrette  
with the following SAIL students:

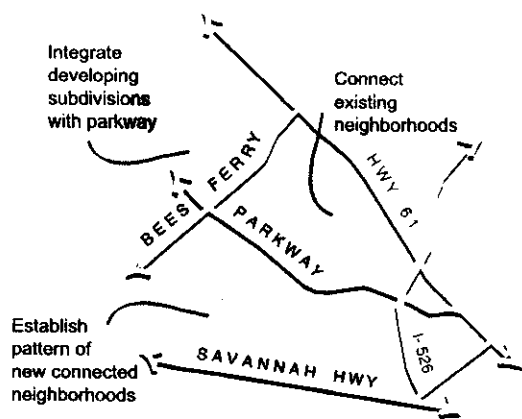
Jessica Bagley  
Morgan Brown  
Adam Fox  
Anna Gillespie  
Trey Heissenbuttle  
Chelsea Hickok

Ashley Jenner  
Brittany Johnson  
Ali Little  
Tony Mastone  
Rob Matsick  
Andrew Newton  
Suedi Walker



## Planning Their City



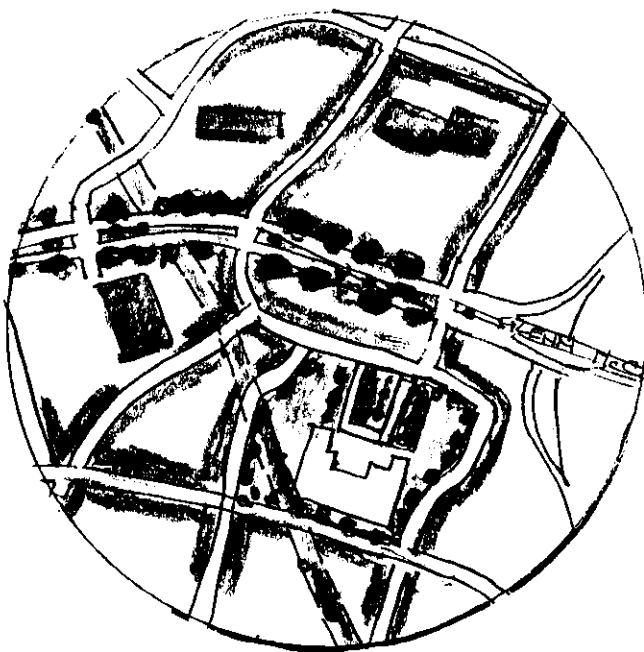


## BUILD QUALITY NEIGHBORHOODS

Offer a balanced mix of dwellings, workplaces, shops, civic buildings, and parks.

Structure building sites on a fine network of interconnected streets.

Prioritize public space and civic buildings.



## DEVELOP MIX-USE CENTERS

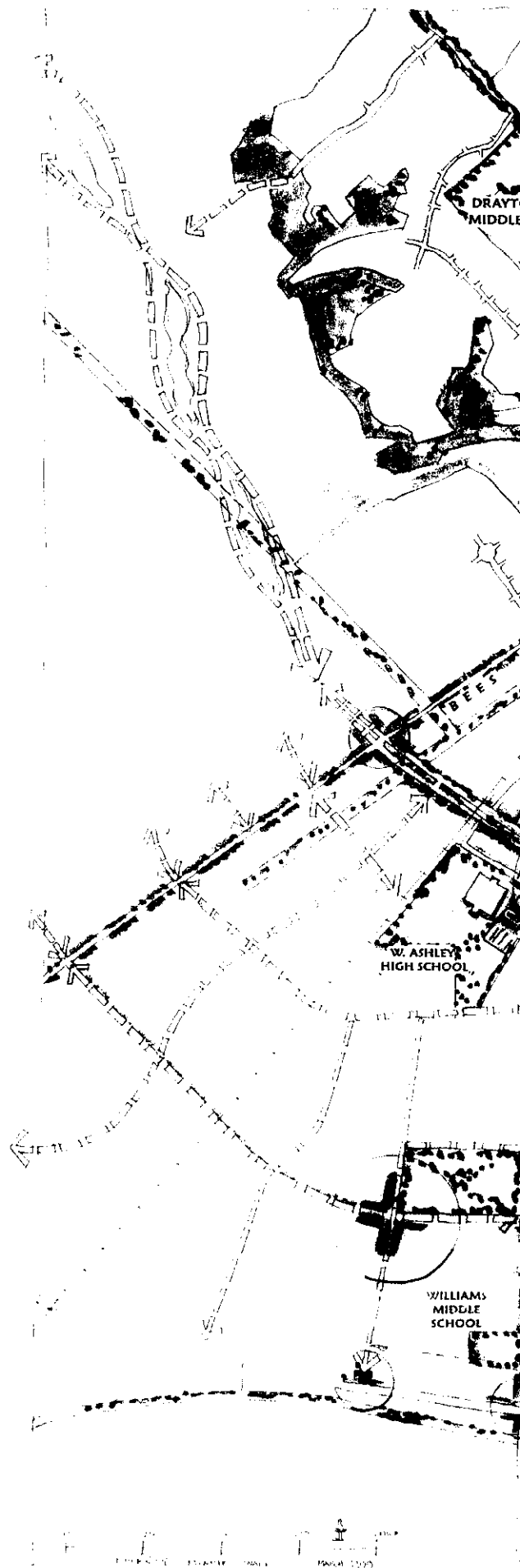
Density and uses will vary depending upon specific location.

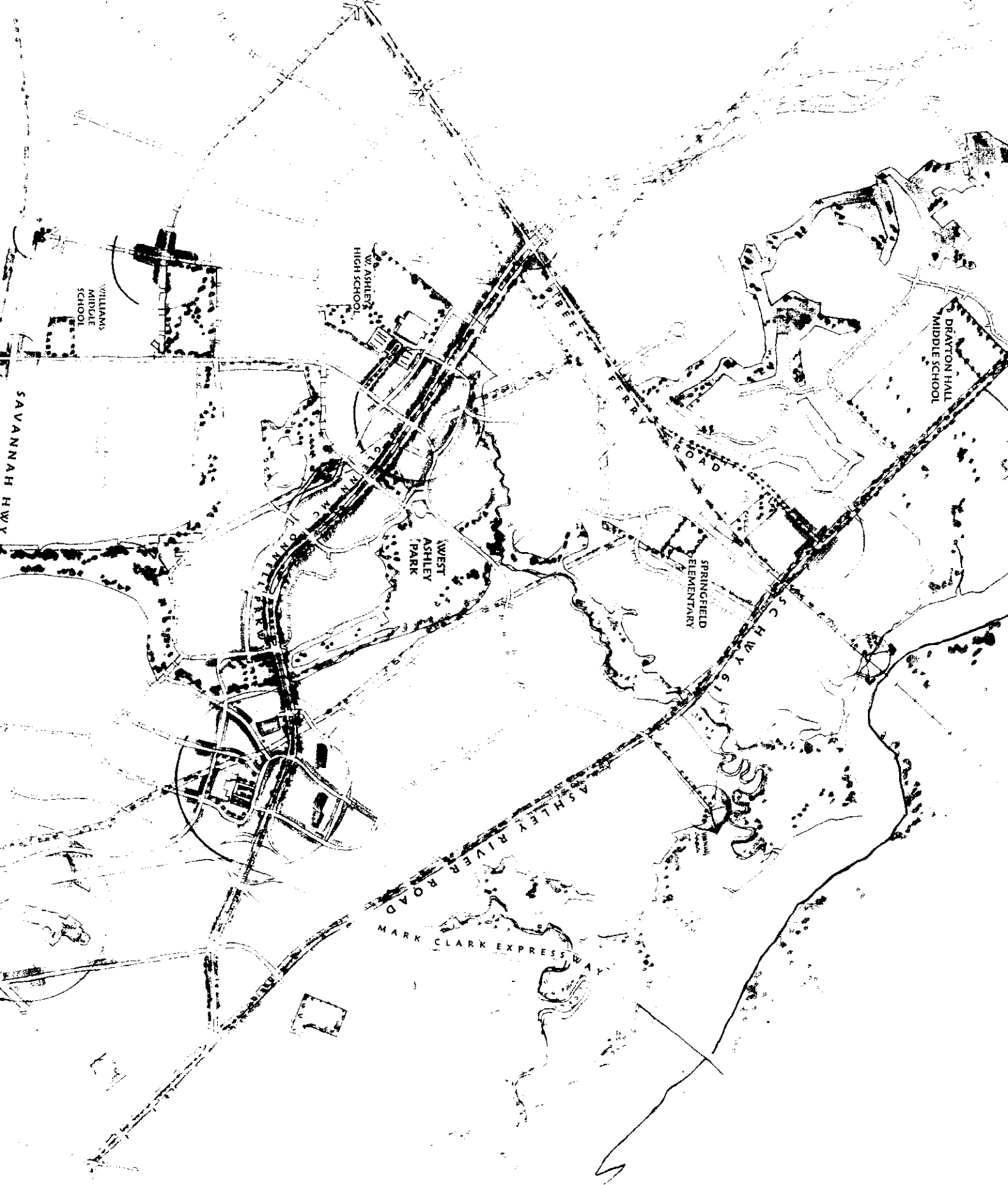
Bring shopping, services, and workplaces closer to homes.

Designed for pedestrians.

Best location for higher density housing.

Future transit stops.





**The Glenn McConnell Parkway Planning Workshop**  
**THE OVERALL PLAN**

# GREEN NETWORK

*(Why I moved to the area)*

Preserve environmental features and enhance physical and visual accessibility from all parts of the community.

Protect wetlands and better manage stormwater by providing substantial buffers.

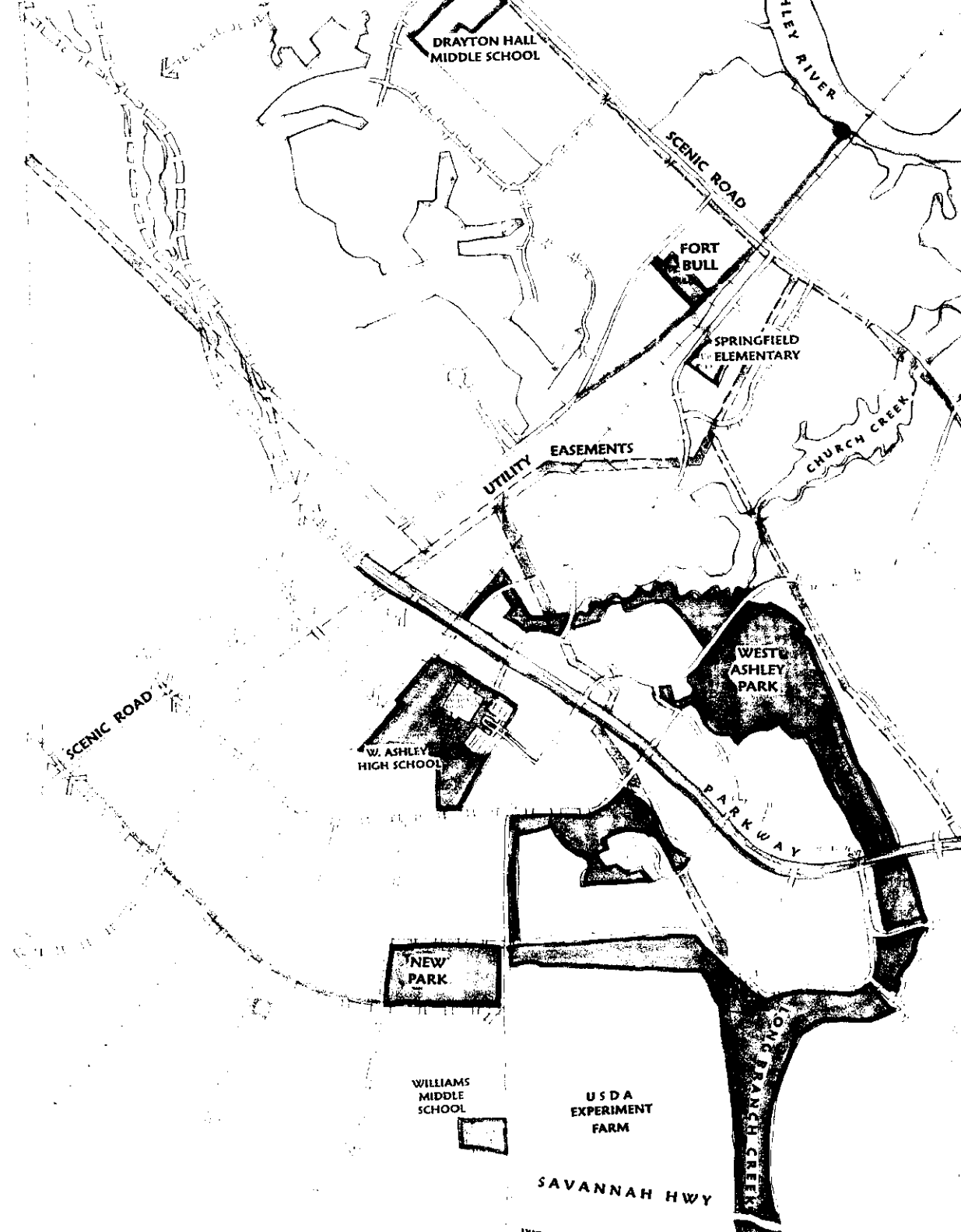
Provide public access to Ashley River.

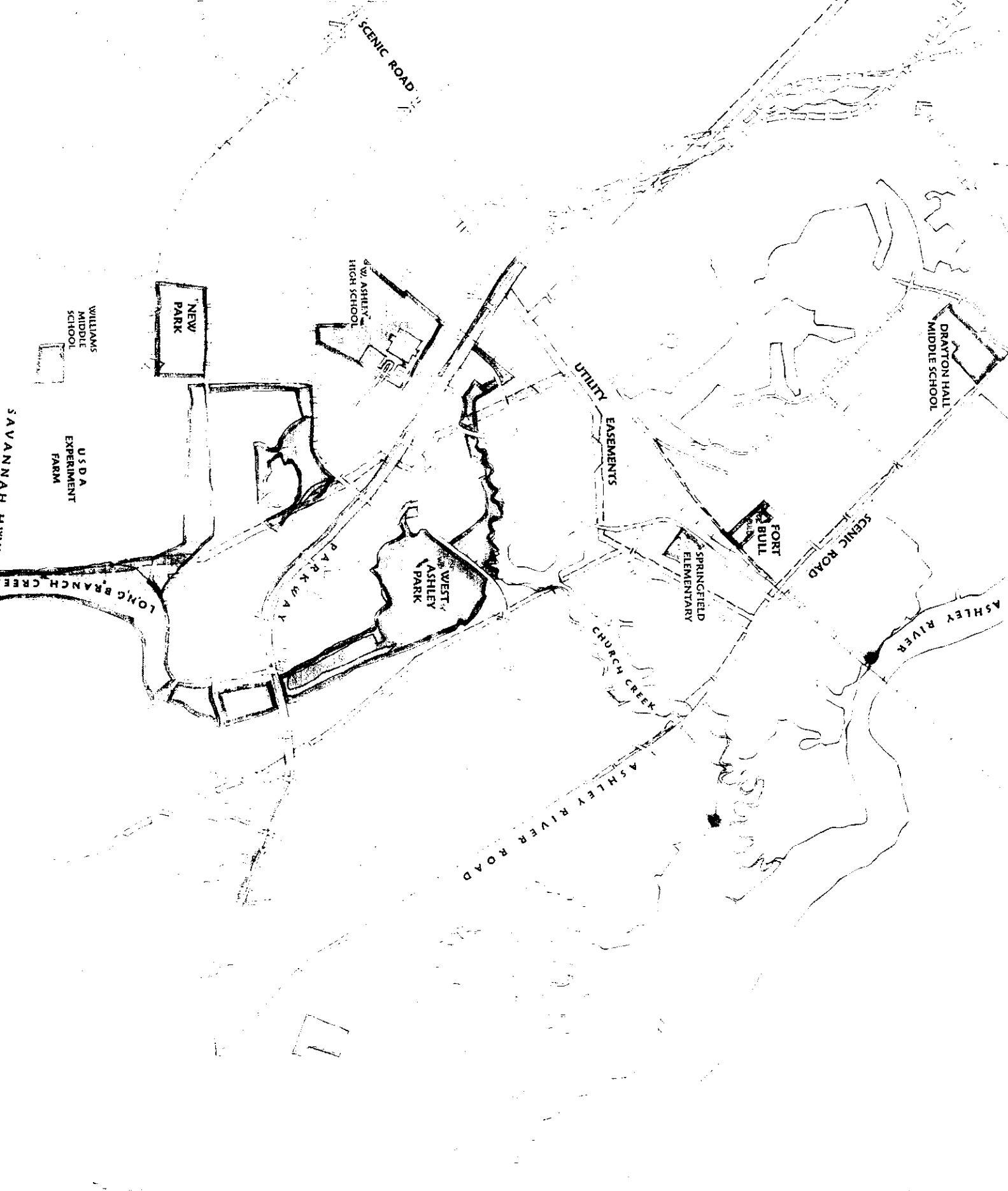
Connect neighborhoods with trails and bike paths along utility corridors.

Connect neighborhoods to West Ashley Park.

Locate new public park between Glenn McConnell Parkway and Savannah Highway.

Protect and enhance green corridors - Ashley River Road, Bees Ferry Road and Glenn McConnell Parkway.





# The Glenn McConnell Parkway Planning Workshop

## THE GREEN NETWORK



# STREET NETWORK

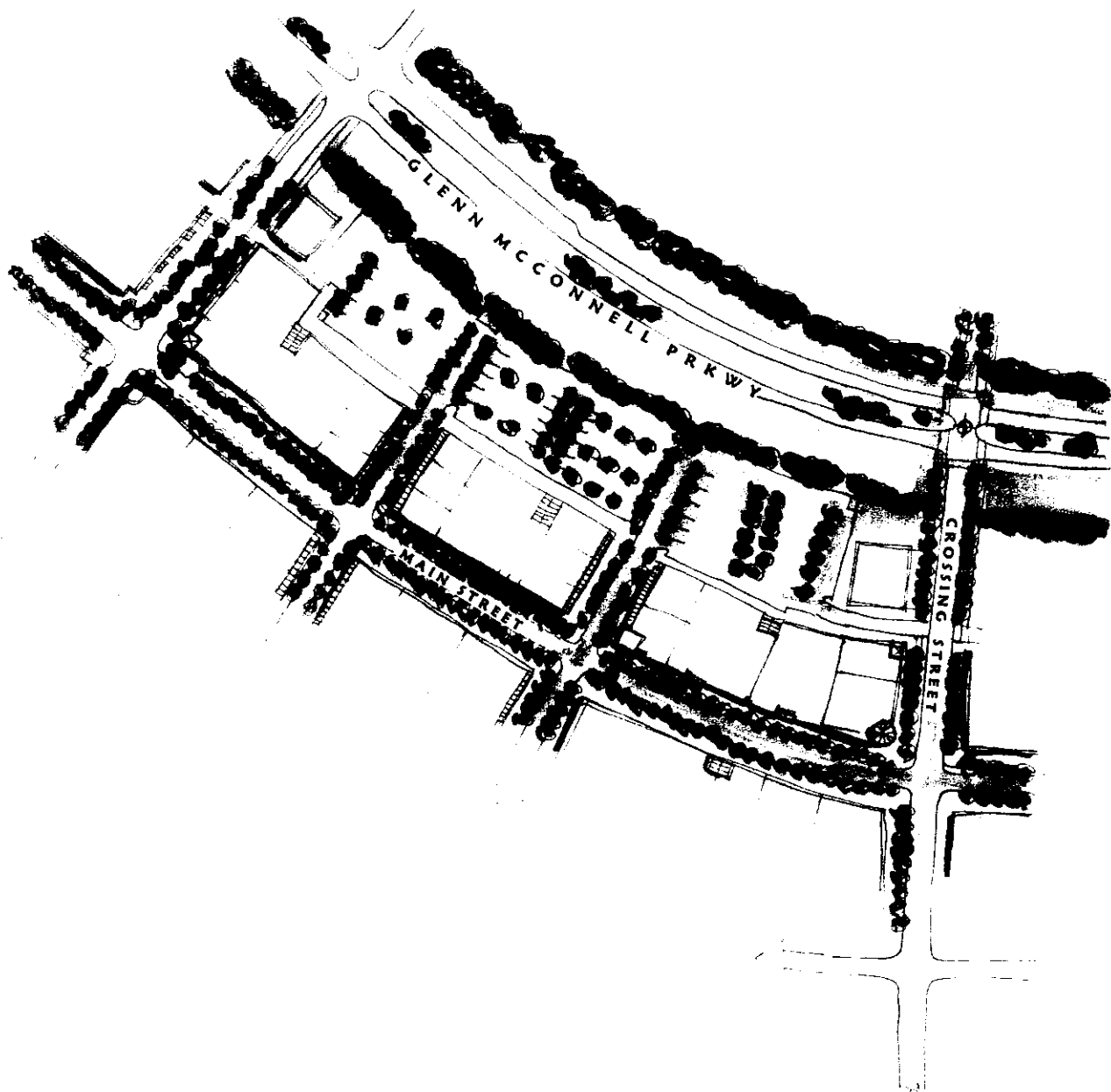
Connect existing streets in neighborhoods between Ashley River Road and Glenn McConnell Parkway.

Establish connected network in new neighborhoods between Glenn McConnell Parkway and Savannah Highway.





**The Glenn McConnell Parkway Planning Workshop**  
**THE STREET NETWORK**



**The Glenn McConnell Parkway Planning Workshop**  
**PARKWAY DESIGN**

# Glenn McConnell PARKWAY

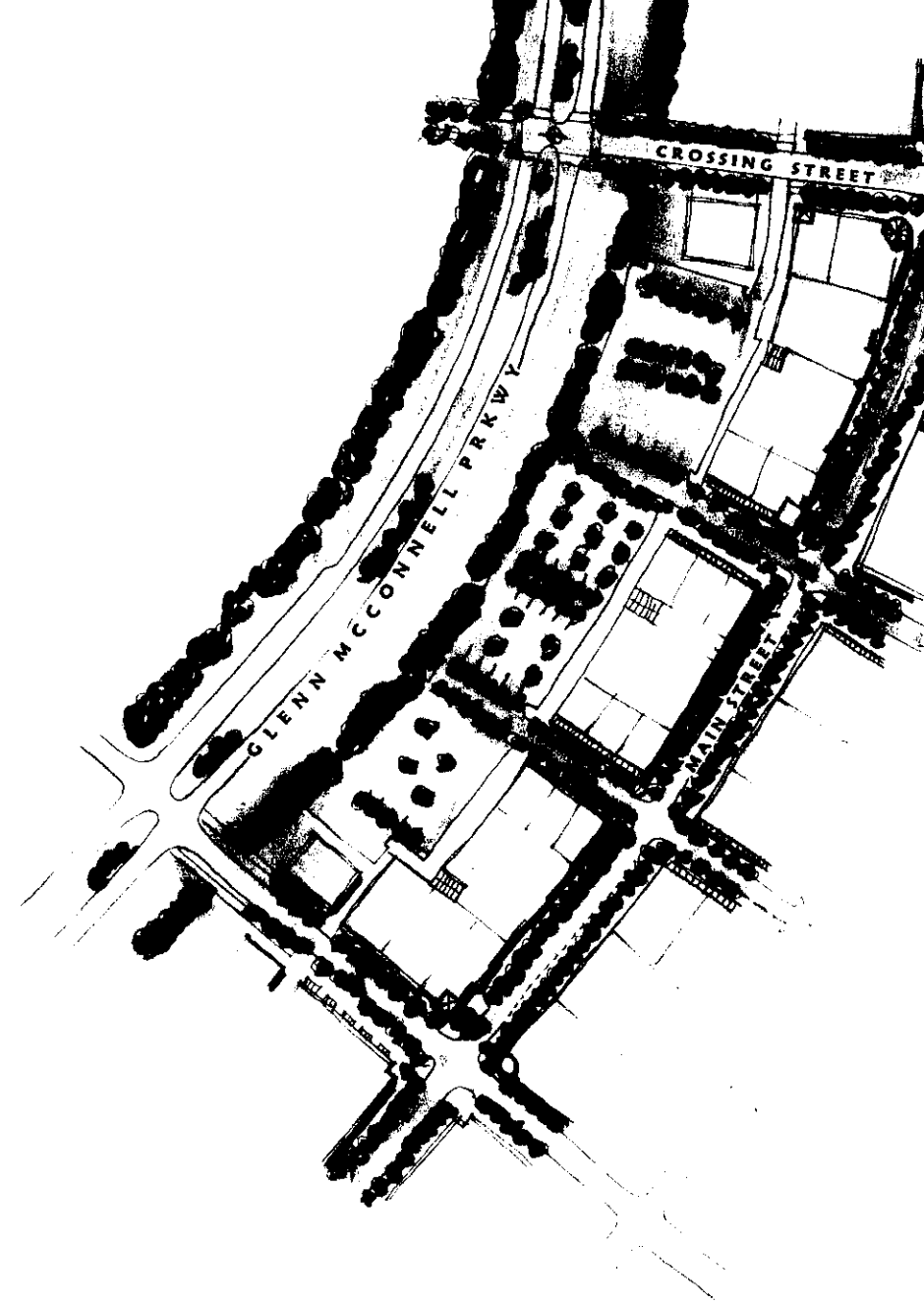
DESIGN INTENT: Create truly green parkway.  
Establish pedestrian scale.

TREATMENT: *The Parkway* - undisturbed 50' buffer on both sides of existing street with plantings to create green corridor.

*New Main Street* - pedestrian scaled street with buildings on sidewalk and various uses, wide sidewalk, street trees, and on-street parking.

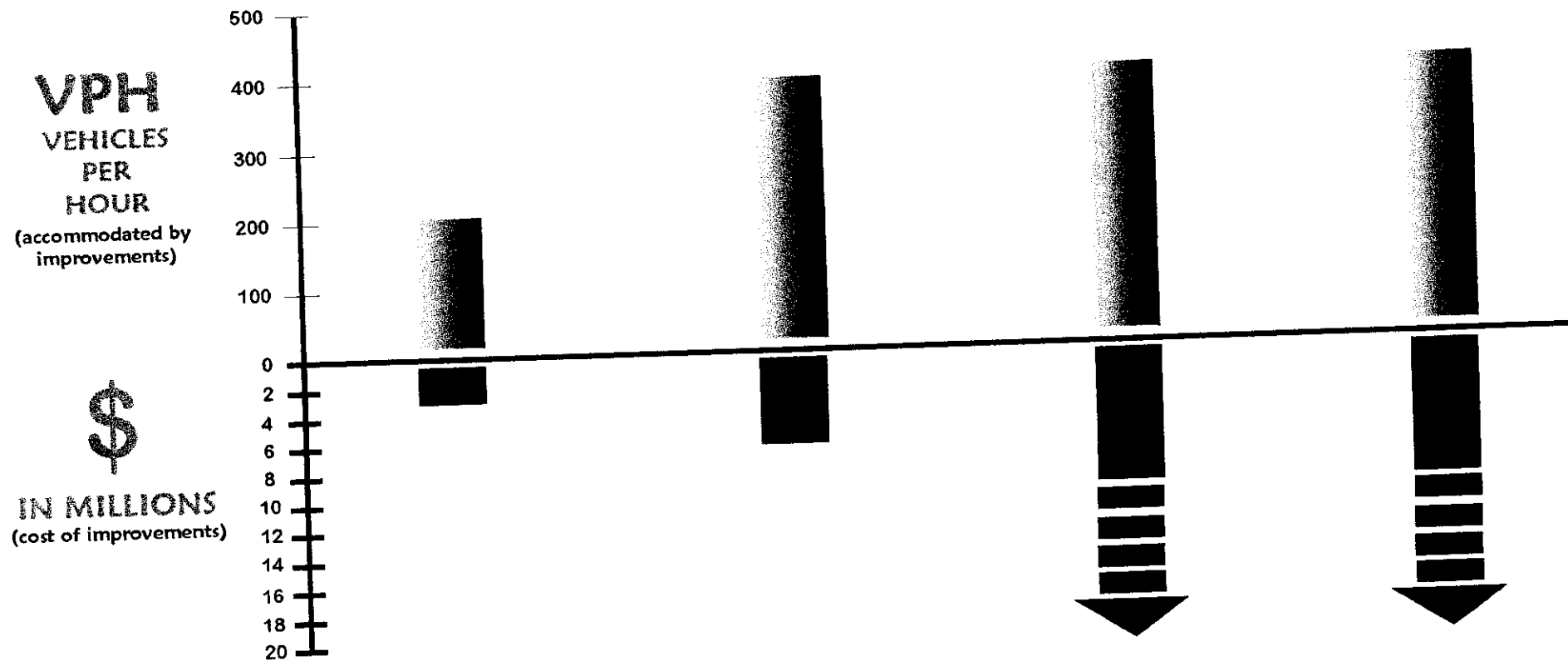
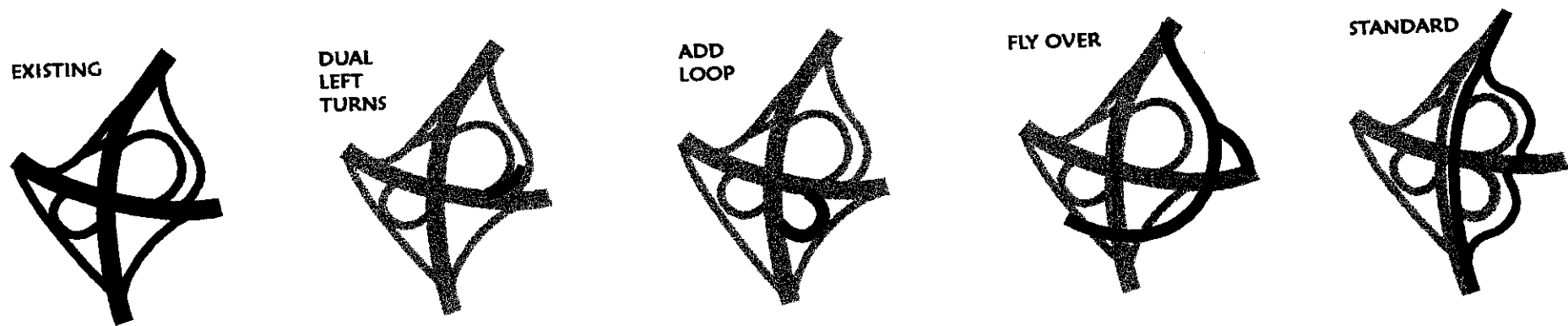
*Crossing Street* - designed to get pedestrians/bicyclists safely between neighborhoods and across Glenn McConnell Parkway.

LOCATION: This treatment could be used in several locations along the Parkway. Its application would be beneficial as a continuous feature for the entire corridor or in repeating segments.



# COST / BENEFIT COMPARISON OF INTERCHANGES

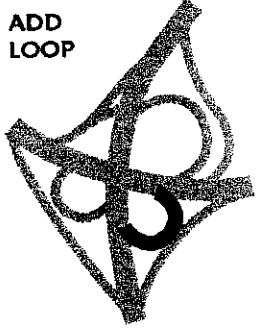
Options for improving traffic flow at  
the Glenn McConnell / I-526 interchange



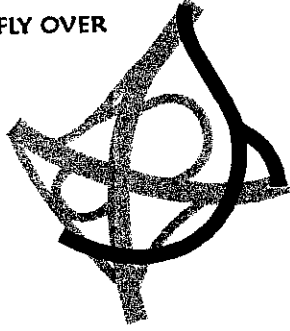
# BENEFIT COMPARISON OF INTERSECTIONS

Options for improving traffic flow at  
the Glenn McConnell / I-526 interchange

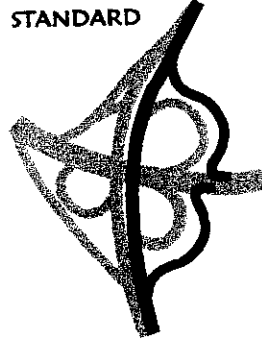
ADD  
LOOP



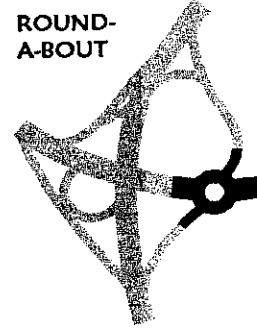
FLY OVER



STANDARD

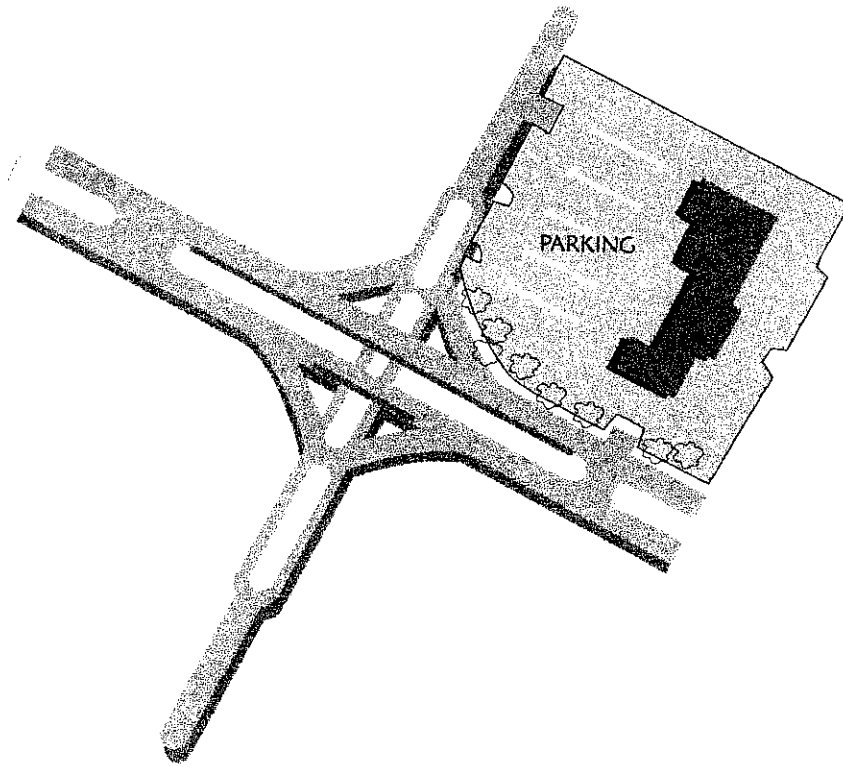


ROUND-  
A-ABOUT



The Glenn McConnell Parkway Planning Workshop  
PARKWAY / I-526 OPTIONS

# Options for design of the Glenn McCon & Bees Ferry Road Intersection

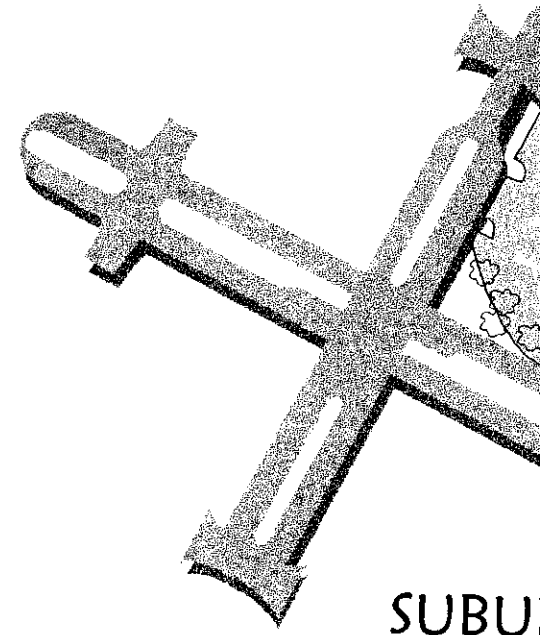
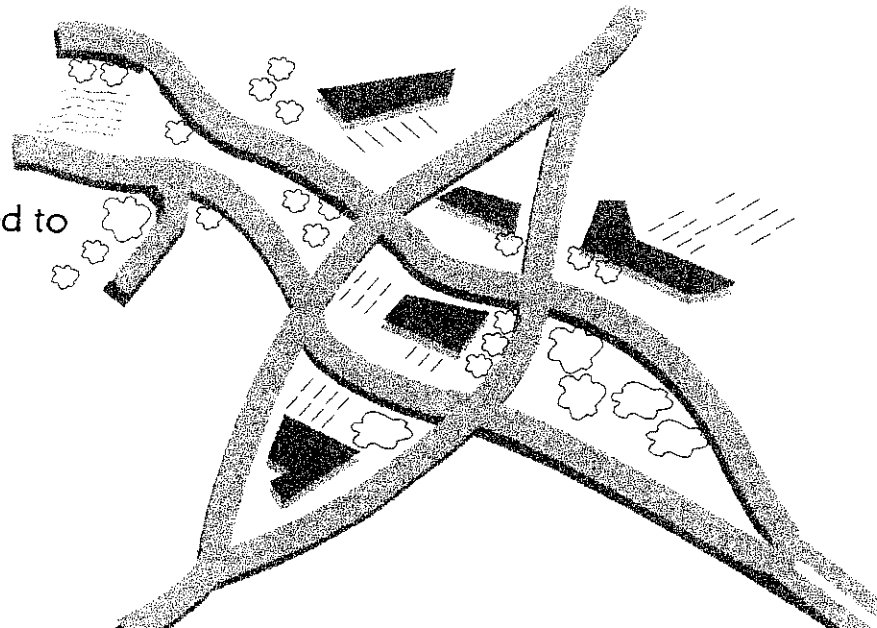


## BRIDGE

- Currently planned
- Expressway design
- No intersection
- Results in conventional auto-oriented site planning

## COURTHOUSE SQUARE

- Option # 2 (preferred option)
- More urban layout, intended to foster pedestrian-scaled mixed-use center
- Multiple intersections
- Results in building & site design balancing needs of autos & pedestrians



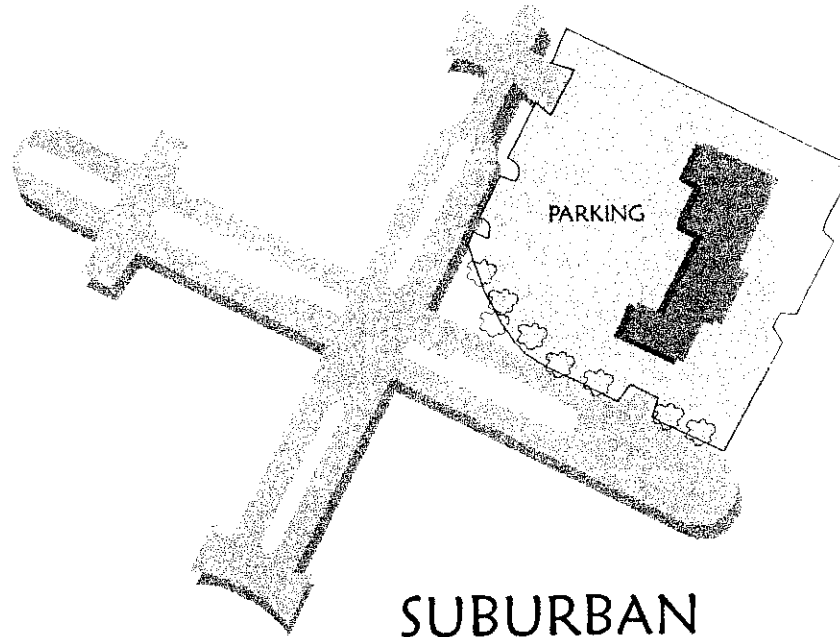
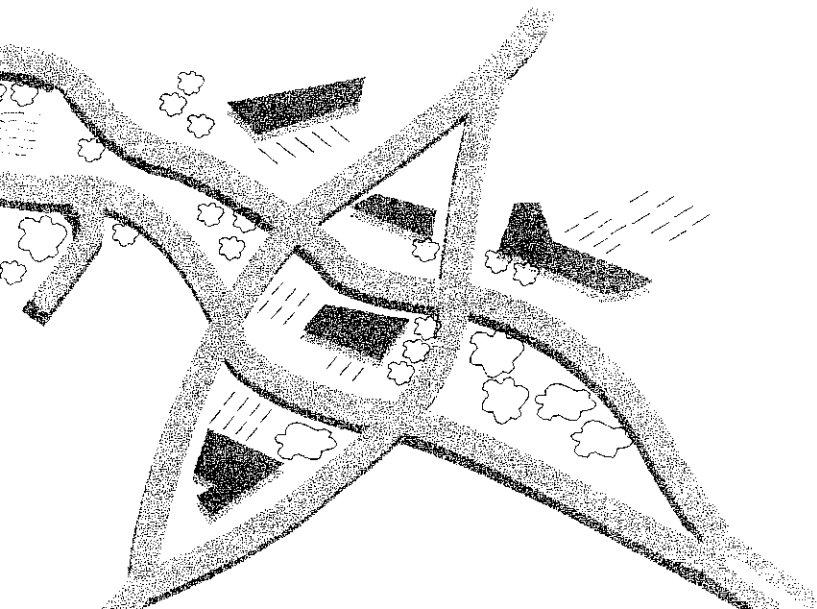
## SUBURBAN

- Option
- Typical
- One bi
- Results in conventional auto-oriented site planning

# Options for design of the Glenn McConnell Parkway & Bees Ferry Road Intersection

## BRIDGE

- Currently planned
- Expressway design
- No intersection
- Results in conventional auto-oriented site planning



## SUBURBAN

- Option # 1
- Typical urban arterial intersection
- One big intersection
- Results in conventional auto-oriented site planning

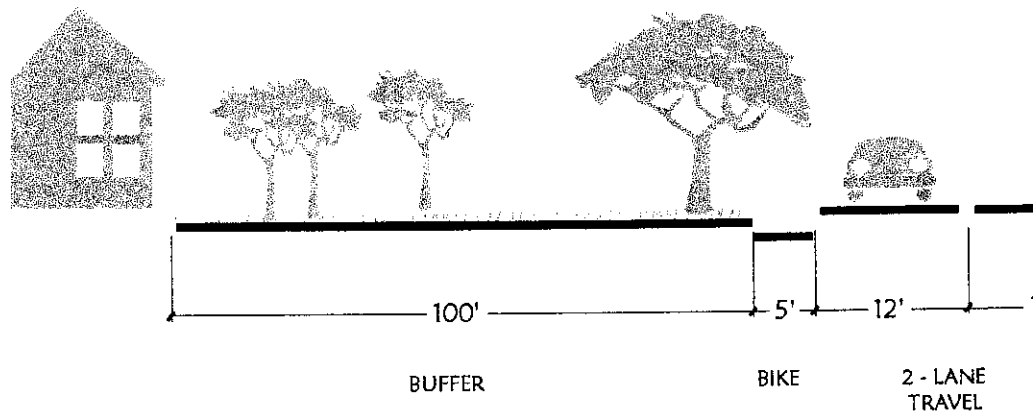


## Important Street Sections V

(can be utilized at different locations a

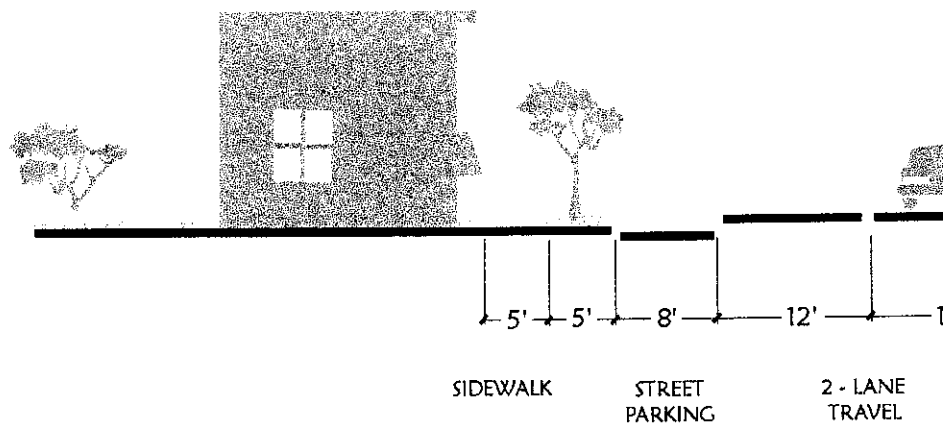
### TYPICAL SCENIC

ASHLEY RIVER RO  
BEES FERRY RO



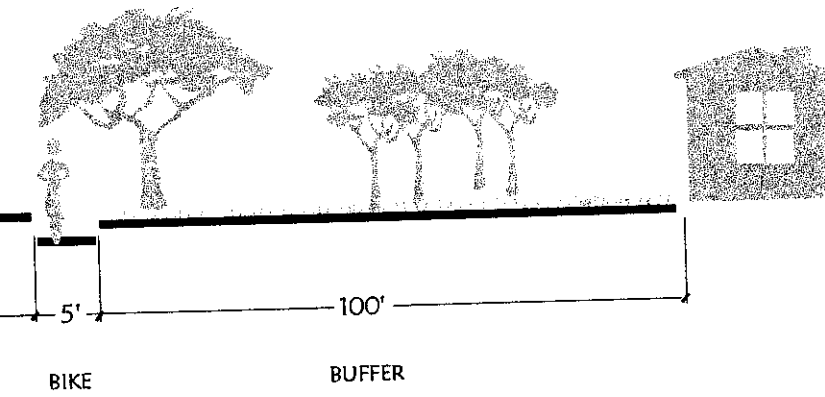
### TYPICAL URBAN

MIXED-USE CEN

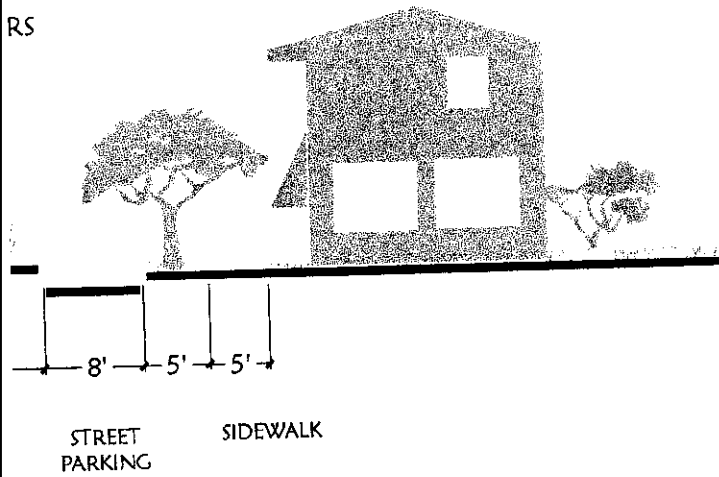


thin Study Area  
(g the same public street)

## CTION



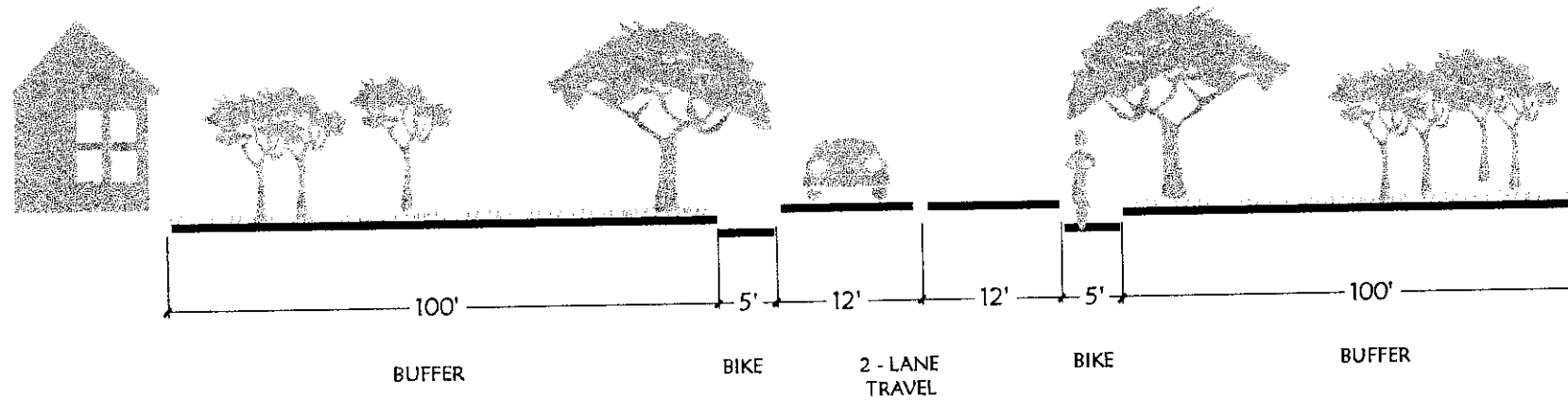
## SECTION



Important street sections within study area  
(can be utilized at different locations along the same public street)

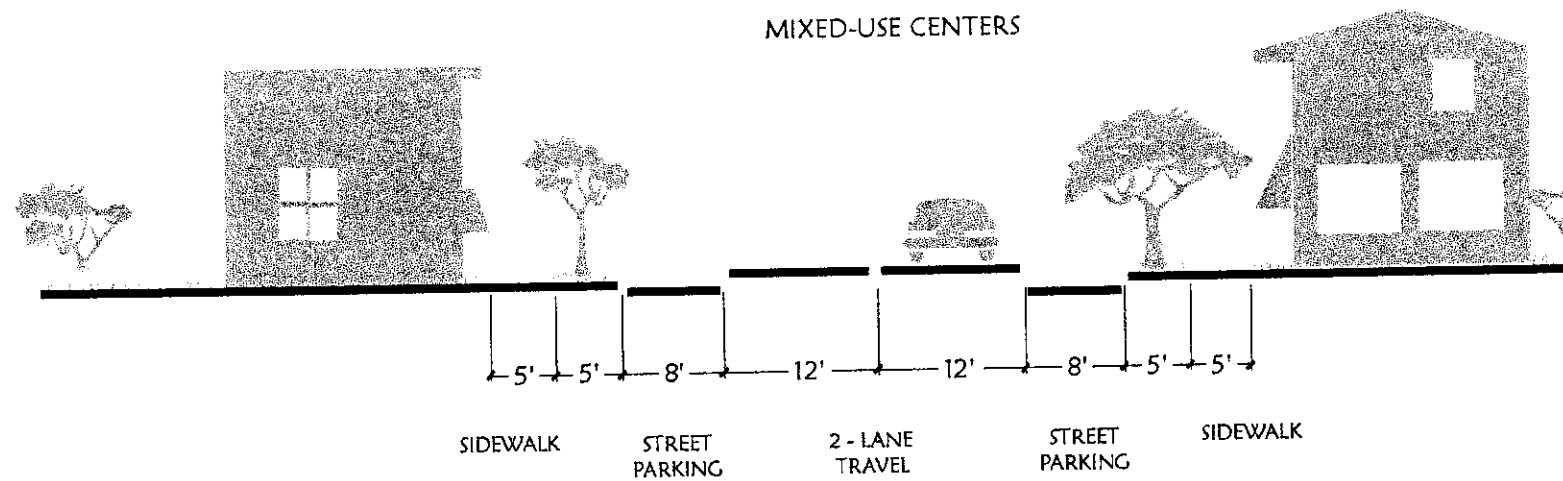
## TYPICAL SCENIC SECTION

ASHLEY RIVER ROAD  
BEES FERRY ROAD



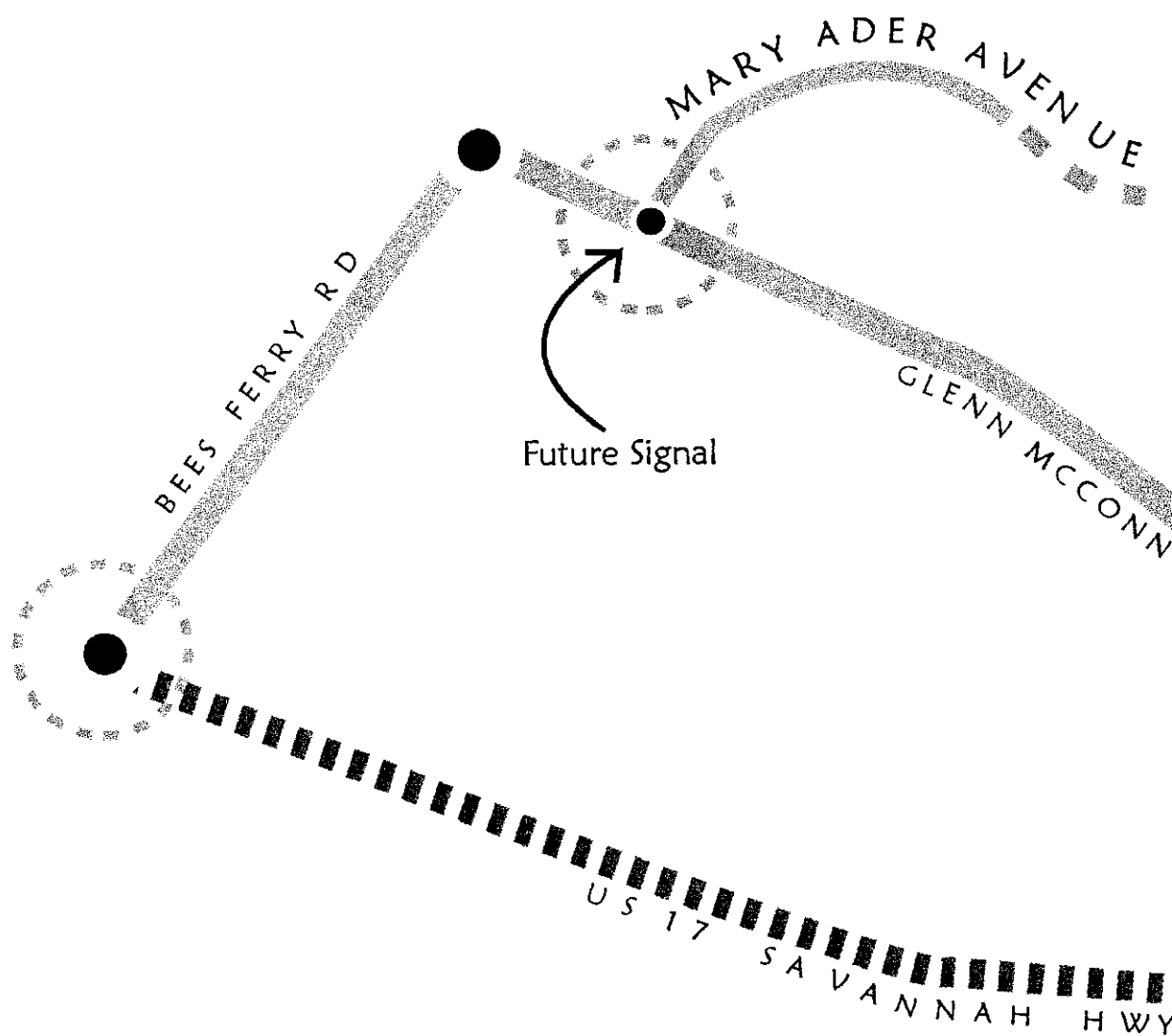
## TYPICAL URBAN SECTION

MIXED-USE CENTERS



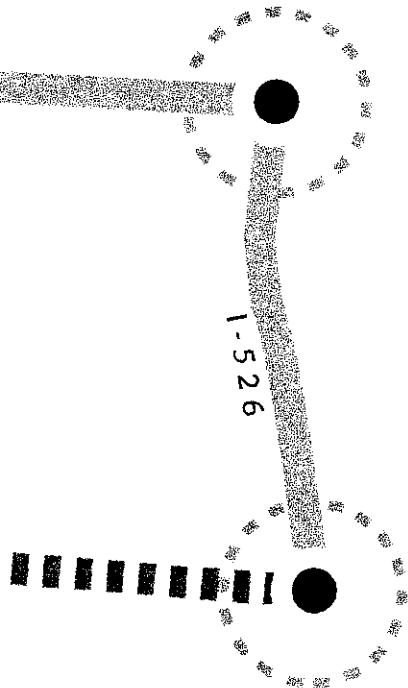
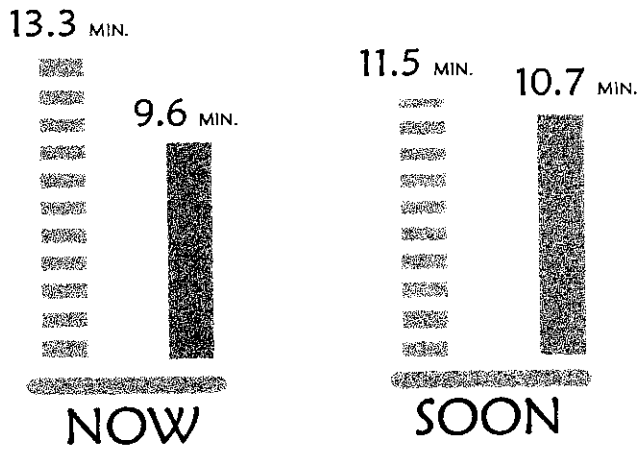
## Truck Route Between I - 526 at Glenn McConne

Currently, the route taking Bees Ferry Road and the Parkway  
the Hwy 17 / I - 526 interchange and a signal at the C  
will level the travel time greatly. This should relieve

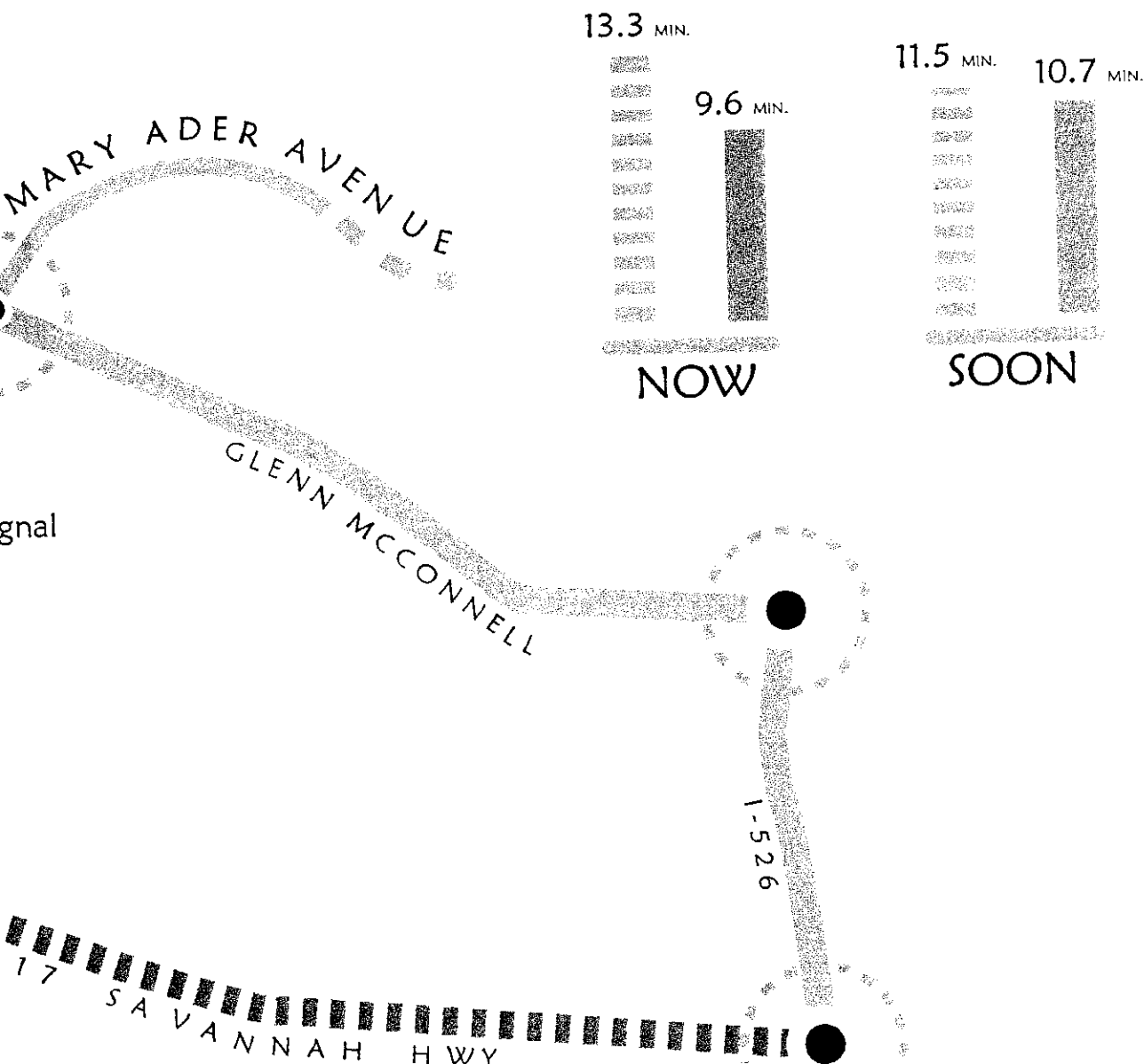


## Parkway & Hwy 17 at Bees Ferry Road

be the fastest by almost four minutes. Improvements to  
h McConnell Parkway and Mary Ader Ave.  
me of the truck traffic using the Parkway.



I - 526 at Glenn McConnell Parkway & Hwy 17 at Bees Ferry Road  
 Bees Ferry Road and the Parkway is the fastest by almost four minutes. Improvements to  
 interchange and a signal at the Glenn McConnell Parkway and Mary Ader Ave.  
 el time greatly. This should relieve some of the truck traffic using the Parkway.



The Glenn McConnell Parkway Planning Workshop  
 TRUCK ROUTES TO I-526